3:Gough E-4, 5 (1947-1949)1961 AWll Kerala AWll
North Kerala Nayar

Nayar: North Kerala

The Nayars of North Kerala live between the Chandragiri and the Kora rivers. This area lay north of the Calicut kingdom and had been conquered by the Kolattiri kings at some period before the fourteenth century (Logan, 1951, I: 283; Innes, 1908: 57). It then disintegrated into the small kingdoms of Kolattunad, Kottayam, and Kadattunad. North Kerala was invaded from the Bednur kingdom of South Canara in the 1730's. It was later occupied by Muslim armies from Mysore between 1766 and 1792, after which it passed under British rule (Logan, 1951, I: 360, 399–473). This account deals with conditions before 1760, so far as these are known, and with the major changes of the nineteenth century.

Ecology

The mountains approach nearer to the sea in North Kerala than in Central Kerala. There are fewer stretches of lowland suitable for wet-rice cultivation, and gardens of fruits, nuts, vegetables, and spices on hillsides are more extensive. Since rice was the main subsistence crop, population density was lower than in Central Kerala. The houses of a village (*dēsam*) were scattered in gardens on hillsides surrounding a wet-rice flat in a valley. Villages were often separated by three to six miles of uncultivated scrub or jungle. Until the Mysoreans built roads after the 1760's, transport and communication by narrow mountain paths were difficult, especially in the heavy monsoons.

North Kerala had four major ports during the period of European trade—Cannanore, Tellicherry, Mahé, and Badagara (Hamilton, ed. 1727: 369–371). Pepper and other spices were exported from inland villages probably from Roman times, but villages were virtually self-sufficient for food until the mid-eighteenth century. After that time the Mysoreans' roads permitted greater import of goods both from the coast and from Mysore, and greater spatial mobility. In the nineteenth century cash-crop farming for export increased, as did imports of

11: India G-4, 5 (1960-1961) 1962 AW11 Kerala AW11

433 442 443 organizational and physical. Most of the fish markets lack such facilities as adequate supply of water, drainage, proper flooring, wire screen, etc. Clean and hygienic conditions for the sale of fish should be created in all the consumption centres. A number of retail and wholesale fish markets should be built at all the major consumption centres. Twenty of these markets may be a good target for the next decade. Provision of fish storage facilities, by way of small refrigerated cabinets is also necessary in retail marketing. The capital cost for building these new markets and providing the storage cabinets would be about Rs. 20 lakhs of which Rs. 8 lakhs may be under the Third Plan. In order to ensure reasonable return to the fishermen it is imperative that cooperative marketing of fish should be expanded as much as possible.

Servicing of Marine Engines

433 504 5.53 The programme envisaged for mechanized fishing will call for adequate servicing and overhauling facilities. The Integrated Fisheries Development Centres, where most of the mechanized boats will be concentrated, should have properly equipped servicing stations. At least three such stations may be established by the end of the Third Plan, and another five by the end of the Fourth Plan. Together, the capital cost of these eight service stations will be about Rs. 4 lakhs.

Cooperatives

226 474 5.54 Fishermen's cooperatives in Kerala are not well developed. Most of the societies are credit societies. Only three cooperative societies are engaged in the manufacture of nets and two in the marketing of fish. Recently some Producer Cooperative Societies have been organized under the auspices of the Fisheries Department. Nets, boats, etc., are owned by these societies and the members carry on fishing on a cooperative basis.

433 226 474 5.55 Simultaneously with the development of fisheries in the next decade, the fisheries cooperative should also be strengthened. The aim should be to bring the majority of the fishermen within the cooperative fold. The Integrated Fisheries Development Centres should all be organized on a cooperative basis, covering all aspects of the industry.

Staff

433 228 647 655 5.56 The Fisheries Directorate appears to be adequately staffed for the work it has to deal with at present. However, the implementation of the expanded programme suggested in this report will not only entail a considerable strengthening of the existing staff, but also require certain new categories of technical personnel. It will be especially necessary to provide an adequate staff to man the mechanized boats and the technical services necessary to operate the boats. A number of training centres should be opened to train the fishermen in the art of mechanized fishing. In addition, each of the Integrated Fisheries Centres should have a trained Marketing Assistant to assist the fishermen and their Cooperatives in organizing the marketing of their catches. It

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establishment of booking agencies and the introduction of insurance against loss or theft are crying needs of the water transport system of the State. Licensing rules have to be made uniform throughout the State; the levy of tolls at locks and toll stations in Malabar has to be abolished, the loss in revenue being made good by licence fees. The bulk transport of petroleum products, which is of the order of 72,000 tons annually, suffers from restrictions on licensing of tank-boats with wooden hulls. Since the traffic is likely to be doubled in 10 years the rules must be reviewed to see if they can be amended to suit local conditions, especially in the case of non-hazardous petroleum products. A considerable volume of traffic-potential is likely to be generated for the waterways by the proposed programme of industrialization. A proper organization answering to the anticipated demands for transportation by waterways is called for.

8.29 At present 25,030 country craft (registered tonnage 180,735), 466 motor-boats (registered tonnage 2,988) and 1,298 crafts are operating on Kerala's waterways. In spite of the shortcomings referred to above, about 2.3 million tons of goods are moved annually over the waterways. The approximate figures of tonnage between specific points are 1.35 million tons between Cochin and Quilon, 60,000 tons on the Trivandrum-Quilon route and about 990,000 tons in the area north of Cochin. Particulars of the growth of traffic in recent years are not available.[1]

8.30 Moter-boats carry about 27,700 passengers a day on 65 different routes, the length of journeys ranging from 6 to 77 miles. Of this traffic, about 15,000 passengers were carried daily by 146 powered boats operated by the Kerala Water Transport Corporation in the Cochin-Quilon area. The Corporation's fares were slightly higher than on the Valloms. The organization ran into difficulties and is being reorganized. The State ferry services, operated with 13 powered boats between Ernakulam and Cochin, have been incurring losses. But in view of the revised fares introduced recently, they are expected to work profitably in the future.

8.31 The inland waterways were allocated Rs. 43 lakhs in the Second Plan in order to (*a*) construct the Alleppey-Shertallai Canal (*b*) improve the West Coast Canal from Trivandrum to Shoranur (*c*) construct the Badagara-Azhikkal Canal (*d*) improve canals in the Malabar area, and (*e*) carry out some minor works. In the first three years Rs. 23 lakhs were spent. As most of the funds were taken up in the execution of the Alleppey-Shertallai Canal Scheme, much was not done for the other schemes. Top priority is being given for improvements to the Cochin-Quilon section. The estimated cost for the Azhikkal-Badagara canal is Rs. 1.05 crores. As the proposed alignment involved deep cutting at several places, a new alignment is being worked out for execution in the Third Plan.

THE PORTS

8.32 The coastal and foreign traffic of the State is handled at Cochin, Alleppey, Calicut and 10 other ports of the State. The major port of Cochin dominates all

[1] However, in section 8.42 the rate of growth of traffic anticipated during 1961—71 is indicated.

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transport activities of the State. About 240,000 tons of imports and 310,000 tons of exports of the State are handled, mostly in stream, and carried to and from the port by the inland waterway system. The role of the port and of the inland waterway system as a feeder in the transport activity of the State is likely to grow along the lines outlined in a later section.

8.33 Studies made by the Intermediate Ports Committee show that Neendakara which is six miles north of Cochin, can, if developed, serve the industries in the Quilon-Kundara area to the extent of an annual traffic of 400,000 tons comprising cashewnuts, ilmenite, etc. Koilthottam, at present handling the ore traffic, may stabilize its present traffic. Industrial developments around Calicut, such as the rayon pulp industry expected to come up at Mavur, may push the traffic at that port to over half a million tons by 1971.[1]

8.34 Several improvements were made at the Port of Cochin. With continuing increase in the import of oil, two tanker berths had to be constructed at a cost of Rs. 17.4 lakhs at Ernakulam channel to ensure safety and quicker turn-round. The pipe-line leading to the shore installations was commissioned in 1956. Three of the four additional wharf berths provided with crane, railway track, transit sheds, warehouses, open stacking space and other facilities at an estimated cost of Rs. 2.96 crores are almost ready.

8.35 Total expenditure on the development of minor ports of the State was expected to be Rs. 22.6 lakhs in the Second Plan.

8.36 Pending more detailed information regarding actual investment expenditure between 1956-57 and 1960-61, it may be estimated that the investment in the State in the Second Plan on transport–railways, roads, bridges, buses, inland waterways and ports, was about Rs. 11.14 crores. It appears that in the first four years of the Plan the actual expenditure was about Rs. 7.18 crores, i.e., about 64.5 per cent of the financial allocations had been spent. In the Third Plan period and in the Fourth, every effort must be made to fulfil as nearly as possible the physical and financial targets, as transport arrangements must be ready in advance to receive the anticipated volume of traffic without creating bottlenecks.

AIR TRAFFIC

8.37 The airports at Trivandrum and Cochin are served daily by a clockwise and an anti-clockwise service touching (*a*) Madras, Trichy, Madurai, Trivandrum, Cochin and (*b*) Coimbatore, Bangalore, Madras and Cochin. Cochin is also served by a daily service from Bombay *via* Belgaum. About 400 passengers travel every month by each of these services. About 350 passengers travel from Cochin to Belgaum and Bombay every month and 70 between Bombay and Trivandrum *via* Cochin or Bangalore. The prospects of this traffic are being studied at present by the National Council

[1] For particulars of a detailed assessment of traffic prospects at Calicut, Beypore vide *Report of Traffic Survey of Beypore*, NCAER, 1962.

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*433 489

ADDITIONAL TRAFFIC ANTICIPATED BY DIFFERENT TRANSPORT MEDIA IN 1970-71

(In thousand tons)

Railways	2,337
Road transport[a]	1,859
Waterways[b]	1,126
Ports[b]	1,867

[a] Includes feeder traffic.
[b] Coastal and foreign traffic included.

8.43 The intra-State road traffic may be expected to register significant gains whereas the inter-State is likely to be steady: the decline in inter-State foodgrain movements by road may be somewhat counter-balanced by anticipated industrial traffic. The waterways are likely to compete for traffic going by road especially in low-rated commodities (sand, limeshell, ores), as well as in those which are conveniently handled at the ports either alongside berths or in midstream (e.g. petroleum, foodgrains imports, etc.).

[504] 8.44 The State's demand for port services in coastal and foreign trade is expected to go up by about 1.37 million tons by 1970-71. The services are likely to be required particularly at Cochin, Calicut and Neendakara-Quilon. At Cochin and Calicut the demand for port services will be further reinforced by the growing needs of the hinterland in Coimbatore and Nilgiri districts of Madras. The railway link with Cochin may require further additions to line capacity on the route to Alwaye, Shoranur and Coimbatore.[1]

8.45 The distribution of additional traffic among the ports of Kerala, as anticipated for 1970-71, is set out in table under para 8.42. The figures given in the table are approximate estimates based on requirements of port services of various industries suggested by the National Council. Only detailed traffic surveys can establish close and reliable estimates, allowing for such factors as traffic-potential in the hinterland, beyond the State boundaries, if any, and traffic gains or losses resulting from diversion from or to other ports. In the case of Cochin, imports are likely to be very predominant, foodgrains, petroleum products, and chemicals figuring prominently. Such gains as are likely to be achieved in exports may be in chemicals, plantation products, etc. As regards Calicut, the requirements of the newly coming up rayon-pulp factory is likely to be an important factor responsible for the import of machinery, fuel oil, coal and coke, and the coastal export of rayon pulp. Neendakara-Quilon ports are likely to receive impetus from developments in Kundara, Quilon, etc.

8.46 The effect of regional industrial developments within the State on the traffic by inland waterways is indicated in Table 42.[2] Intensification of traffic between Alwaye and Cochin, Cochin and Quilon, Tiruvalla, Kottayam and Alleppey may be expected. The growth of traffic upto the potential indicated will depend

[1] The extent to which imbalances of traffic on these and other lines of the State are likely to be affected by anticipated growth of traffic to and from the State between 1961 and 1971 is to be separately surveyed and assessed.

[2] [Table 42, appearing on p. 296 of the text, has not been processed — Analyst]

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433 493 494 policy of gradual nationalization. In the nationalized sector, about 560 additional vehicles are proposed to be put on the road at a cost of Rs. 2.16 crores. Investment on land, buildings and equipment is to be Rs. 87.7 lakhs. A Road Transport Corporation should be formed to run the bus service. The private sector will have to meet the residual road passenger needs.

433 503 8.52 The recommendations of the Inland Water Transport Committee for the development of the waterways of the State must be implemented since considerable traffic potential can be tapped for this transport medium at low cost. In order not merely to keep pace with but also to be ahead of industrial developments promising traffic, it may be necessary to invest even more than Rs. 2 crores in the Third Plan, as at present proposed. The improvements in navigability of the waterways north of Cochin, of the Cochin-Quilon and Quilon-Trivandrum routes and the cutting of the landlocked Azhikkal-Badagara section, are some of the items in the Third Plan budget for development of inland waterways in the State. Extensions of the waterways south of Trivandrum, and north of Hosdrug upto Mangalore, to connect up with the Mangalore-Coondapur canal works, will have to be taken up later on in the Fourth Plan.

433 504 8.53 The State's current schemes for the development of Neendakara, Quilon and Calicut and the recommendations of the Intermediate Ports Committee have been taken into account in proposing an investment of Rs. 2.42 crores in the Third and Rs. 1.87 crores in the Fourth Plans. On account of anticipated demand for port-services by newly coming up or expanding industries in the State and outside, it would be wiser to provide initially higher investments in transport to keep ahead of the demand for traffic.

8.54 Port of Cochin can be expected to play an even more dominant role in the transport of the State as the economy takes off. An investment of Rs. 1.75 crores proposed to be incurred to improve facilities at Cochin Port during the Third Plan will benefit not merely Kerala but Madras and other States. It will add conspicuously to the State's transport capacity, created by the investments in roads, waterways and railways within the State.

[PP. 139-205 not Processed]

6:Spate N-4 (no date)1954 AW1 India
Kerala AW11
Laccadives AZ4
Maldives AZ5

Day 1500 Cabral arrived, and from then until the Dutch supplanted them in 1663 the Portuguese were in alliance with the rulers of Cochin against the Muslim Zamorin of Calicut. The port has considerable locational advantages: it is central on the backwaters, the Palghat Gap lies about 125 miles (by rail) to the NE, and it is about 300 miles nearer Aden and Durban than is Bombay. It may even rival Colombo as a transit port, as a call at Cochin adds only 40 miles to the Aden-Fremantle run.[52] The development of the modern port was for long impeded by its curious political situation; it lies on a breach in the long spit separating the great backwater from the sea, but while the major installations and the approaches lie in what was British territory, the inner harbour—in which much of the trade is carried on—is in Cochin state, and much of the backwater was Travancorean. Real development—including the cutting of a channel through the bar across the natural breach, and much reclamation—began only in 1920–23; later a 3-mile approach channel was dredged to a width of 450 and a depth of 37 ft, so that the inner harbour is now accessible to any ship which can pass Suez. Rail and road bridges cross the backwater, and a large airport has been built on reclaimed land; the old metre line to the SIR through the Palghat has been changed to BG. The volume of trade increased from 450,000 tons in 1920 to about 1,250,000 in 1950, while the number of ships using the port has more than trebled. Normally rice from Burma and Indo-China formed two-fifths in bulk of the total trade; mineral oil is also a major import. The exports are the usual Kerala ones: coconut products, especially coir and copra, tea, rubber, cashew nuts. Across the backwater is Ernakulam (46,790), capital of Cochin, with important soap factories, the largest owned (naturally) by Tatas: rice milling, as at Mattancherri, is also important. Trichur (57,524), the largest town of Cochin, has cotton spinning and weaving mills and tile factories; it shares with Palghat (55,160) command of the gap.

Travancore is less urbanised than Cochin, but Trivandrum (**186,931**) is the capital of Travancore–Cochin state. Alleppey (**116,278**) and Quilon are ports of ancient fame now decayed; mere roadsteads, they still carry on a considerable backwater traffic. Alleppey, protected by a mudbank, is slightly the better port, but Quilon has the advantage of its situation on the metre line from Trivandrum through the Shencottah Gap.

The Maldive and Laccadive Islands

These groups of coral atolls extend from the Equator to about 15° N, 180–300 miles from the Malabar coast. The Laccadives and Minicoy are attached to Madras, the Maldives (which have their own Sultan and constitutional government) to Ceylon: these affiliations represent historical

[52] *Handbook of Commercial Information for India* (Delhi, 1937), 79; personal information from Sir Robert Bristow.